

Green Line LRT

Transit Oriented Design Workshop

40 Avenue N



WHEN

October 17-22, 2016

Public events: October 17, 18, 20 and 22, 2016

WHERE

Centre Street Church, West Campus

WHAT WE DID

In October 2016 a Transit Oriented Development (TOD) design workshop took place in the community of Highland Park. The purpose of this multi-day workshop was to develop a Community-based TOD Concept Plan for future transit village development around the Green Line LRT station proposed at 40 Ave N. The plan is used to guide future land use planning for the area.

The workshop, also called a “design charrette”, consisted of four public events and six days of intense work by a team of City staff and consultants. Together, more than 50 community members and the Green Line team explored issues, ideas and concepts for future development, and created a Community-based TOD Concept Plan for City Council to consider.

WHAT IS TOD?

TOD stands for Transit Oriented Development. Transit Oriented Development is about thoughtfully designing the development around planned train stations that have been identified as strong candidates for a transit village. The intent is to create communities where residents can live, work, shop, and play in a pedestrian and cycle-friendly environment.



Transit that is easy to access



Open-space for the community to use



Development of housing, businesses & work spaces

TOD opportunities are in close proximity (i.e. walking distance) to rapid public transit, and create an environment where the private automobile is an option and not a necessity.

WHAT IS A DESIGN CHARRETTE?

A design charrette is a multiple-day, collaborative workshop that brings together citizens, land owners, developers, and policymakers to create a community concept plan for future development.



Design charrettes involve community members in four feedback loops: **issues** (what matters to the community), **ideas** (for future development), **concepts** (based on community input), and **solutions** (that are both community-based and technically and economically possible).

WHY DID WE DO THIS?

We did the design charrette to ensure that the investment in the Green Line results in maximum positive potential impact, including economic diversification. To that end, the Green Line is being conceived of as more than just a transportation utility. It has the potential to create opportunities for improved quality of life, economic diversification, new housing options, and safer and more walkable streets. With a Green Line station planned for the area, it was important to work with the community to fully understand the potential for the area around the station.

If approved by Council, the TOD Concept Plan resulting from the design charrette would guide future policy and land use planning decisions towards implementation of TOD.

HOW IS PUBLIC INPUT USED?

Public input is a vital component in developing a Community-based TOD Concept Plan. There are also three other factors that are equally considered:

- 1 | **Market viability** - To understand what is economically realistic for the area.
- 2 | **Professional expertise** - To understand best practices and to know what's technically possible.
- 3 | **City policy** - To understand what rules exist or may need to change, and to understand concepts in relation to other City policies.

The TOD Concept Plan reflects the major themes as presented by the public as well as the market, technical, and policy considerations. This way we can ensure the plan reflects the community's preferences, incorporates best practices, is economically realistic, and is also technically feasible.

WHAT ARE THE NEXT STEPS?

Following the Design Charrette, the project team reviews the Community-based TOD Concept Plan to identify and make any necessary refinements. In June 2017 the final version of the TOD Concept Plan will go to City Council for approval. If approved, Council may direct administration to develop a TOD implementation strategy that would enable future development to reflect the TOD Concept Plan. There will be further opportunity for community input throughout the land use planning policy phase. More information about the timeline for this process should become available in June 2017.

Day 1 54 participants

Issues Gains & Pains

WHAT WE DID

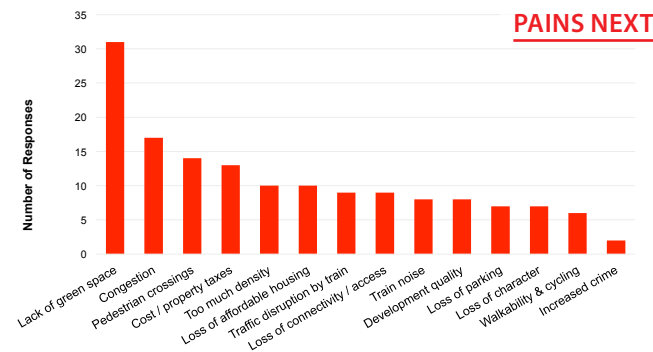
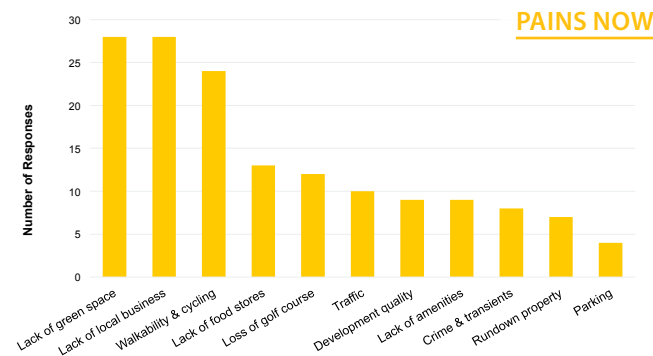
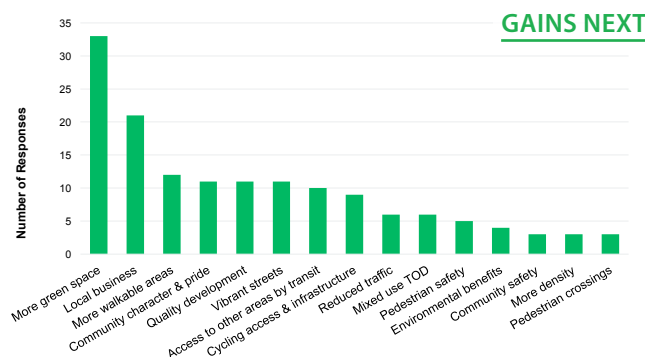
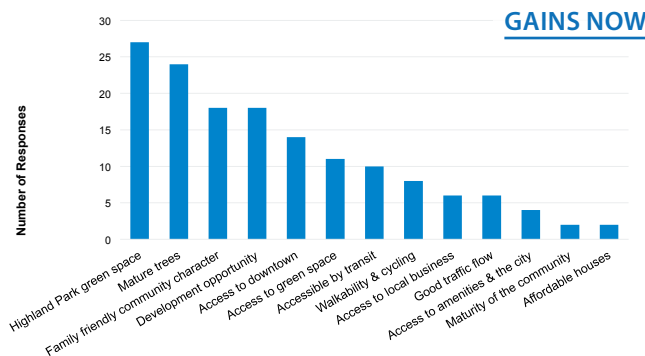
The first night of the charrette focused on community *issues*: identifying the values, concerns and aspirations of the community. Through an exercise called “Gains & Pains” public participants were asked to identify the current Gains (good things) and Pains (problems or concerns) in their neighbourhood. Then they were asked to tell us what Gains and Pains they think might emerge after the Green Line is built. This information was then combined with all the Gains and Pains that were submitted online prior to the in-person event.



During the event, a team of consultants reviewed all of the comments to identify prominent themes. The themes were then presented back to participants.

Each participant was then given an equal number of sticker-dots for a “dotmocracy” exercise. One table at a time, the participants placed their dots by the themes that matter most to them in each of the four categories. This helped the team understand what things matter most to the community.

RESULTS OF THE GAINS & PAINS EXERCISE



WHAT WE HEARD

Based on the themes that emerged, these are the prominent issues identified by the community:

Values:

- 1 | Green space, including the former golf course area
- 2 | Mature trees
- 3 | Family-friendly community character

Aspirations:

- 1 | More green space
- 2 | Local, small businesses
- 3 | Improved walkability

Concerns:

- 1 | Lack of sufficient green space
- 2 | Lack of local, small businesses
- 3 | Walkability, cycling connectivity, and congestion

HOW WE USED IT

The consultant team used this data to inform their planning throughout the week. Knowing what matters most to members of the community, the team was able to design the Community-based TOD Concept Plan with those values, concerns, and aspirations in mind. Specifically, these things were incorporated into the T, O or D portion of the Community-based TOD Concept Plan.

Day 2 50 participants

Ideas Board Game Night

WHAT WE DID

The second night of the charrette was all about *ideas*. The night started off with a presentation of the previous night's findings. This is done to remind everyone what values, concerns, and aspirations are most common in the community. Then, a short presentation was given on "market viability". This is done to give everyone an understanding of what is economically realistic in terms of development and to create an understanding of what development is needed to support new amenities. Following these presentations the participants were asked to design their own future TOD area...through a board game!

Eight tables of community members received a large map of the TOD area for 40 Ave N station. Each table received roughly 40 unique types of "game pieces" (housing, parks, pathways, parking, stores, senior centers, etc.). In groups of six to eight, participants placed their pieces on a map of the TOD area. Supported by a technical expert and facilitator, groups used the game pieces to design TOD that best reflects their desires for future development.

WHAT WE HEARD

Photos (right) were taken of the game boards created by each group. The names were given by the consultant team to reflect each map's overall character. In addition to looking at what type of development (or non-development) each group desired, the consultant team used these game boards to identify focus areas common to all groups.

Focus areas:

- | | |
|-------------------------------|-----------------------------|
| 1 40 Ave N Station Area | 6 North Centre St N |
| 2 Greenview Industrial | 7 Outlier: Edmonton Tr NE |
| 3 South Centre St N | 8 Outlier: SW infill |
| 4 West 40 Ave N | 9 Outlier: 4 St NW |
| 5 Highland Park Golf Course | 10 Outlier: 32 Ave N |

HOW WE USED IT

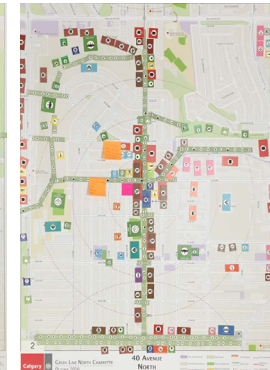
Following the board game exercise, the consultant team reviewed each board to identify overall concepts and themes. Different 'focus areas' – such as station areas or important roadways – were carefully reviewed to see how the community envisioned those specific areas in the future. Because different focus areas had different 'themes', these were presented back to the community on the third night so the community could identify their preferred themes for each focus area. Using the game board data didn't end there. Throughout the week, City staff and consultants referred back to these boards to help them develop their plans.

Compact & Focused



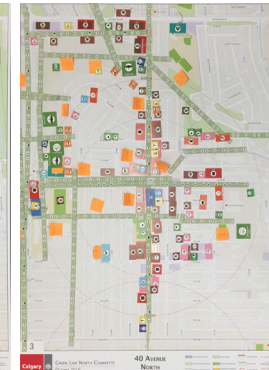
- Some mixed use
- Focus on Centre St from station south and on 40 Ave N
- Innovation District (compact)
- Some Highland Park Golf Course lands development
- Move Buchanan School to Highland Park Golf Course lands

Here, There, & Everywhere



- Some mixed use
- Medium density on Centre St N
- Innovation District (light touch)
- Some Highland Park Golf Course lands development (at NE)
- Lots of Outliers: Edmonton Tr NE, 4 St NW, and 32 Ave N

The Connectors



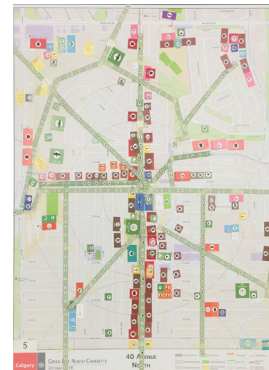
- Little mixed use
- Medium - Low density
- Innovation District (light touch)
- Some Highland Park Golf Course lands development (at N)
- Buchanan School to Highland Park Golf Course lands
- Strong mobility & streetscape improvements

Centre St & Edmonton Trail



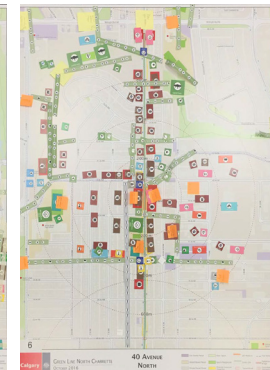
- Mixed use focus on Centre St N, 40 Ave N, and station
- Moderate density
- Innovation District (dispersed)
- No development at Highland Park Golf Course lands
- Emphasis on Edmonton Tr NE

Team Diagonal



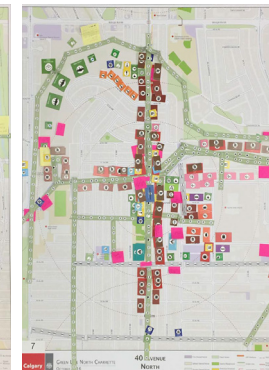
- Some mixed use
- Medium density
- Focus on Centre St N & North side 40 Ave N
- Scattered clusters
- Minimal development in Highland Park Golf Course lands
- Secondary suites (laneway homes)

The Minimalists



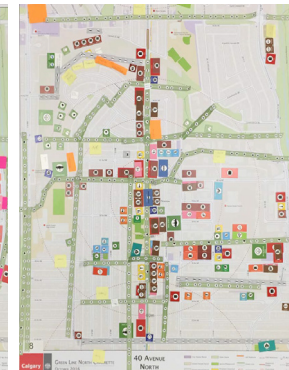
- Little mixed use
- Medium - Low density
- Blend into neighbourhoods with gradual infill
- Some residential in Highland Park Golf Course lands (with large park at North end)
- Secondary suites (laneway homes)

Crossroads



- Mixed use focus on Centre St N & 40 Ave N
- Medium - High density
- Innovation District (compact, intense)
- Dense development at south end of Highland Park Golf Course lands
- Some development on Edmonton Tr NE

Here & There



- Some mixed use
- Medium - Low density
- Focus on 40 Ave N & Centre St N
- Innovation District (dispersed, intense)
- Strong mobility & streetscape improvements
- Some development in Highland Park Golf Course lands

Day 3 53 participants

Concepts Initial Concept Review

WHAT WE DID

The third night of the charrette focused on **concepts** and built on the work of the first two nights. Based upon the values, concerns, and aspirations of the community and landowners, and refined by the board game exercise, a number of concepts emerged. Participants on this night were asked to identify which concepts they preferred for each of the focus areas.

To complement this exercise, an online “idea map” collected public input in the weeks leading up to the charrette. In addition, conversations were held with individual owners of large lands that had the potential for redevelopment to understand their aspirations.

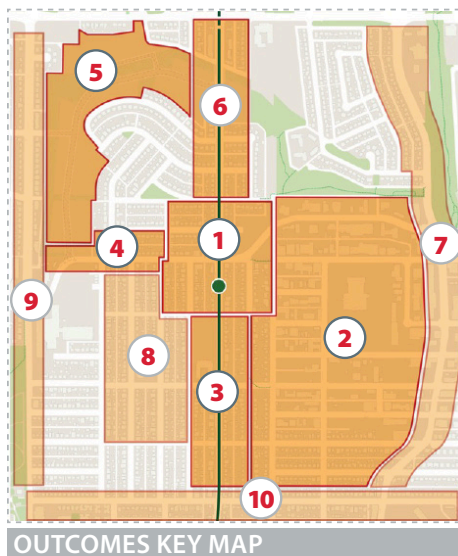
For each focus and outlier area, either two or three concepts were presented (A, B, or C). One focus area at a time, community members were asked to select their preferred concept. This was done using a digital “clicker” so everyone could keep their preferences anonymous as well as see the group results live at the event.

WHAT WE HEARD

The outcomes key map below shows the focus and outlier areas identified through the board game exercise. The percentages shown in the images show the results of the preferential selection.

HOW WE USED IT

Though the preferences exercise showed which concepts were most preferred by the participants, it was not actually a “voting” exercise. The most preferred concepts didn’t ‘win’ or guarantee they would be implemented. It did, however, help the charrette team understand what preferences existed within the community. Preferred concepts for the focus areas were then incorporated into the Community-based TOD Concept Plan where feasible and compatible with the other inputs into the plan.



Day 4 55 participants

Solutions Community TOD Concept Plan

On the final day of the charrette the Community-based TOD Concept Plan was presented back to the community. Large prints of artist renderings were displayed around the room and a formal presentation was given by Gary Andrishak, Planning Director, at IBI Group.

The plan was described in detail, explaining how the final product intended to address the desires of the community as uncovered through the charrette process. In addition to public input, market viability, technical feasibility, and City policy were also carefully considered in the development of the plan.

During the question and answer period some participants expressed concern over the proposed solution for the former Highland Park Golf Course lands, explaining that they didn't feel it reflected the desires of the community as expressed through the design charrette. These concerns were recorded by the charrette team and taken into consideration during the refinement phase which follows all design charrettes.

Following the charrette, the project team reviewed the Community-based TOD Concept Plan to identify and make any necessary refinements. For example, the team refines the concept to ensure it does not contain mistakes and that it properly reflects both public input and the team's professional proposal.

HIGHLIGHTS FROM THE COMMUNITY-BASED TOD CONCEPT PLAN

Please note that the highlights you see here are reflective of any refinements made following the design charrette. Please refer to the following page for the Development layer map and the refined Development Concept for the former Highland Park Golf Course lands.



Transit layer highlights

- An integrated plaza and transit exchange at 40 Ave N and Centre St N that allows for easy movement between the Green Line and buses;
- A change in street classification for Centre St N from Urban Boulevard to Neighbourhood Boulevard between 16 Ave N and McKnight Blvd, with a corresponding reduction in anticipated vehicle trips, a reduction in travel lanes from 4 to 2, and a greater emphasis on walking, cycling, and transit, to foster a sidewalk culture of small and local businesses;
- Enhanced bike and pedestrian connections throughout the area and, in particular, across Centre St N and 40 Ave NW;
- Safer intersections on major "through" roads like 40 Ave N, and calmer "to" roads like the future Centre St N and greenway side streets;
- Neighbourhood greenways that connect open spaces, green the area, and prioritize access by foot and bike; and
- Angled parking on side streets near to commercial uses in the vicinity of the station.



Open-space layer highlights

- Creation of a station block around the 40 Ave N station that integrates the station, transfers to buses, and complementary neighbourhood commercial uses with public space that can be repurposed and programmed as needed by the community;
- A series of "Green Avenues" that act as connections within the community and transitions between existing and new development, including enhanced crossings for Centre St N and 40 Ave N and the linking of recreational paths throughout the community;
- Improved and accessible green space on the slopes at 40 Ave N and 1 St NE and active space around the edges of the Highland Park Golf Course lands;
- A strategy to identify portions of residential side streets that could be reallocated to create new neighbourhood pocket parks (and in conjunction with traffic calming); and
- Significant amount of open park space retained in the Highland Park Golf Course lands, including a contiguous park space to allow for existing mature trees to be preserved, a limited access road through the park, and only minimal regrading of the site so as to maintain the existing terrain.

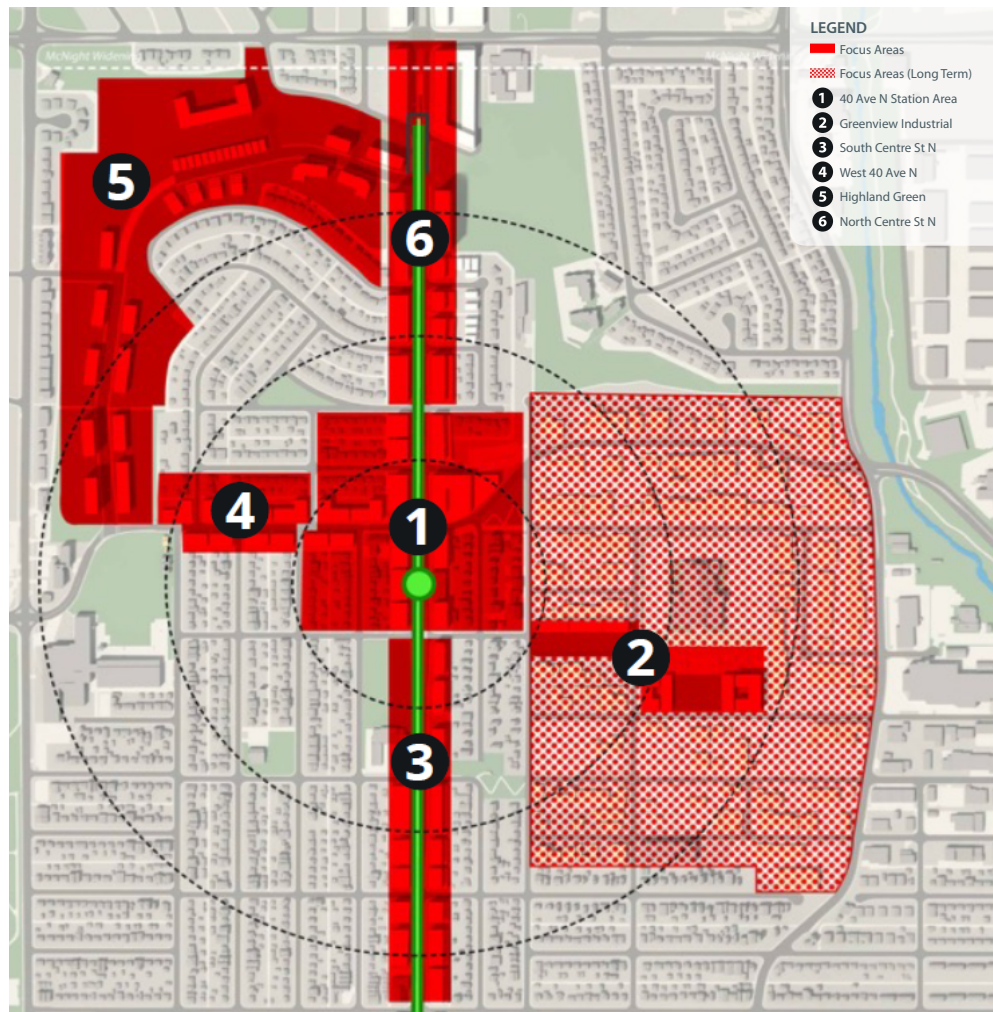


Development layer highlights

- A future vision for the 40 Ave N Station including: station plaza and 5 to 6 storey mixed use development (retail and residential);
- Up to 6 storey residential and mixed use development between 32 Ave N and McKnight Blvd, except for the area where the current golf course lands meet Centre St N, where it would be up to 8 storey mixed-use;
- A strategy to rejuvenate the Greenview industrial area over time into an "innovation district" with high-tech and knowledge industry, and including public realm improvements such as landscaping, improved lighting, and street trees;
- 4 to 6 storey residential development and townhouses along the western end of 40 Ave N to 3 St NW, and;
- In the Highland Park Golf Course lands, 4 and 6 storey clustered development at the south end of the site, 1 to 3 storey townhomes integrated into the slope in a portion of the centre of the site, 6 storey residential development west of Centre St N, and 7 and 8 storey mixed use development (retail and residential) fronting Centre St N (as refined following the design charrette).

Day 4 55 participants

Solutions Community TOD Concept Plan



Proposed focus areas for Transit Oriented Development around 40 Ave N station



Refined Development Concept for the former Highland Park Golf Course lands

WHAT ARE THE NEXT STEPS?

In June 2017 the Green Line team will present the TOD Concept Plan to Council for approval. If approved it will then guide future planning and development activities in the TOD area. There will be further opportunity for community input throughout the land use planning policy phase. More information about the timeline for this process should become available in June 2017.

For more information please visit calgary.ca/greenline where a full report will be posted in Spring 2017.



Appendix

Charrette Participants Verbatim Input Gains Now Comments

GAINS NOW: What things are currently great about the area? What do you value most?

ACCESSIBLE GREEN SPACE (11)

Walkable to parks+ open spaces

Green space (4)

Animals + Birds

Open spaces

Trees, Green spaces

Lots of green spaces

Improved increased green space

"Inner City" but with good green/ Open space

Linked to confederation park

Confed park close

Proximity to parks

Confederation park

ACCESS TO SMALL AND LOCAL BUSINESSES (6)

Unique businesses (Mam + Pop)

More small family business

Better designed small business areas

HOUSE AREA AFFORDABLE (2)

HIGHLAND PARK GREEN SPACE (27)

Creek Valley

Former golf course is visited often

Industrial Highland Park Revitalization

Green space of golf course

ACCESS TO AMENITIES AND OTHER PARTS OF THE CITY (4)

Access to Deerfoot

Easy access to NE industrial , downtown & airport

Proximity to downtown & airport

Access to airport

Good access downtown airport

Amenities

Good access

Access to major road networks (Deerfoot & 16 th Ave)

Good access by car

Easily navigable community

MATURE TREES (24)

Trees

Trees / Character

Trees + Landscaping

Love the trees

Big trees

Large /Mature trees

Mature trees

FAMILY FRIENDLY COMMUNITY CHARACTER (18)

Love the character

Young families

Diversity of economic groups

My Neighbours

Neighborhood Character

Not overly busy

Slower space

Quiet community

Calm peaceful

Sense of openness in community

Multiple generations of family in the community

Character Awesomeness

Great neighbourhood

Happy hall

Preschool

Modest

Large backyards

Diversity Ppl

Good people

Children / New families

Mixed housing options (Single family or apt)

New community without increased traffic

Close to church

GOOD TRAFFIC FLOW (6)

Rapid transit

Access to main arteries

Less street traffic

COMMUNITY SAFETY (1)

Safe to walking

Relatively safe

ACCESS TO DOWNTOWN (14)

Love the option to get downtown for commuting

Access to downtown (2)

Easy, Fast access to DT

Proximity to downtown

Work downtown so close

Easy access to city centre

Close to downtown

Good access to downtown

Appendix

Charrette Participants Verbatim Input Gains Now Comments

GAINS NOW: What things are currently great about the area? What do you value most?

ACCESSIBLE BY TRANSIT (10)

More convenient transit connection

Very good bus service now

X-Town connection (Buses)

301 Express buss

Close to downtown

Existing bus service is great, available 40 th

Bus service

Easier to get around

Good transit connectivity - N/S with #3/#301 & E/W with #72/#73

Frequent bus service

Good transit

MATURITY OF THE COMMUNITY (2)

Topography of community

Multi- Generational population

Identity tied to natural areas

Identity tied to backyards gardens

Mature landscape

Single dwellings

Calm quiet unknown hidden (little gem)

Low profile housing

Low density

Gains new quieters communities

Mature community

WALKABILITY + CYCLING (8)

Bike path thru Highland park to 48th Ave

Walkability-Connectivity- Accessibility

Strollability

Bike lanes

Better movements of people from far north

Move safe street crossing

Improved East/West connectivity pedestrian

Business in walking distance

42 Ave + Stairs

Pedestrian access via stairs to greenview

Walkable

GOOD QUALITY DEVELOPMENT (1)

Cool undeveloped parcels width 600m

Quality of development

Renewed activity

Hillside development "Cool"

Good development

DIVERSITY (1)

Income diversity

DEVELOPMENT OPPORTUNITY (18)

New development in community

Industrial highland park

Black slate centre street

Appendix

Charrette Participants Verbatim Input Gains Next Comments

GAINS NEXT: After the Green Line is built, what opportunities are there to make the area even greater?

AIRPORT ACCESS (1)

Quick transit to airport if that extension is approved

REDUCED VEHICULAR TRAFFIC (6)

Less traffic from the north (More commuters taking transit)

Re-Education of drivers

Less buses!

Less auto traffic

Less dependent on cars

Less car traffic

Less Traffic

Offset Your Traffic Hours

Less car dependence

Safer streets with slower traffic + More walkability

Less vehicles improved air quality

Less cars on the road

Less pollution from traffic

Reduced road traffic

COMMUNITY SAFETY (3)

Small station - Less likely a security problem (Homeless spending night)

MORE DENSITY (3)

More residential density

More density brings more opportunities

Reduced urban sprawl

Opportunities for higher density development

Development incentive

MORE WALKABLE AREAS (12)

Increases pedestrian traffic

Grid layout makes walking to station easy

Higher walk score

Make nicer connections

All season walkability

Better ped X-ings

Bike/Walking paths

Pedestrian access to amenities

Pedestrian crossing of McKnight to North

More walkable/ Bikeable local destinations (Shopping Food)

Walking routes aesthetically & well lighted

Better crosswalks along centre St. - More lighting/mancings

Opportunity to get sidewalks along 32 Ave in the industrial park

ACCESS TO CYCLING INFRASTRUCTURE (9)

Bike paths North of 40th Ave

Maintained bicycle routes off center

Bike lanes along 40 Ave good connections to Nose Creek

Spare for bikes

Cycling connections ?

ACCESSIBLE GREEN SPACE (13)

Connected green spaces

Better connections to green space

Maintain / Increase current green, space throughout not clustered

Maintain large, mature trees

Type of tree predominant in community maintenance

VIBRANT STREETS (11)

Revitalization

Vibrant community development, LRT will bring people from All parts of city together

Mixed development

Revitalization

More people on the street people watching

Permeable space

ACCESS TO OTHER AREAS BY TRANSIT (10)

Better connections to future transit, e.q Blue +Red lines

More reliable transit service

Easy LRT access

Better access/ Transportation to other areas Eg. NE

Easy connection to Inglewood and beyond

Cost effective access

Faster access to downtown

Fewer buses

Accessibility

Get home after party without driving

Access to public transit

Ease of access to rest. of city

Better transit connections to rest. of city

DIVERSITY (1)

Diversity in community

Diversity of age groups

Affordable lifestyle for 1 car families

Ageing in place

Diversity of population

Appendix

Charrette Participants Verbatim Input Gains Next Comments

GAINS NEXT: After the Green Line is built, what opportunities are there to make the area even greater?

COMMUNITY CHARACTER + PRIDE (11)

HP Community centre 36 ave NW + 2 ST NW
Differentiating Highland park
Better amenities
More gathering places to build sense of community
Community is a destination
Work & Play destination. Don't pass through on the way down
Making this area a "Destination"
Regain pride of property Ownership
Keep big trees
Even better comm. hall
House price

MORE GREEN SPACE (21)

Reserved green space?
More trees
Extend conf. park into former golf course
Add green space (Outside of schools)
Retain green spaces
City park
Community spaces
Room for groves of trees

ENVIRONMENTAL BENEFITS (4)

Less pollution

PEDESTRIAN CROSSINGS (3)

It would be nice if traffic were reduced on Centre Street.
Walking is not a pleasant experienced due to loud fast traffic and lack of trees
Eliminate street reversal and HOV

Flyover

MIXED USE TOD (6)

TOD 40th + Centre 4-Corners
100% Corner 40 / Centre McKnight
36/CTR top of field vacant
Competing TOD'S
High density live / Work development
Better development that you can walk to
Mixed use
True mixed use
TOD a benefit @ 40 St N for retail for local res.
R2 Land use to commercial land use and station
Increased development
Opportunity for more complete community (TOD)
Housing more urban TOD- Good + 40th AVE E.
More development close to intersection of 40 Ave & Centre Street
Green areas along Centre Street (European market atmosphere)

LOCAL BUSINESS (21)

Quick access to business
Tim's "Walk Through"
Businesses cropping up at LRT stops
High tech business commercial cluster
Increase commercial + community services
Commercial
More business development opportunity
Commercial (More, Better)
Bring new business / Retail to area
More food outlets south of McKnight
Stimulus of local business

Small businesses

Community/Local business "The daily weekly shopping things"
More small local business
Bring more business to Center St. and create employment
Another area in the city for independent stores, coffee shops, restaurants
Restaurants
More + Better retail/ Commercial service providers
Variety of business development
Café's

QUALITY DEVELOPMENT (11)

Revitalization
More cohesive planning
Broader range of housing choices
Modernize
Access to downtown " Hipress"
1st Class city status
Replace rundown business/ Residence
Interesting yards at present
Front yard setbacks at 6m maintained

HIGHLAND PARK OPPORTUNITY (1)

City purchase ok GC
Continuation of confed park
Opportunity to reclaim creek
Enlightened/ Substantially/ Most of highland valley (golf course lands) Preserved as open space env + Mun reserves to justify LRT TOD increase density

PEDESTRIAN SAFETY (5)

Pedestrian safety

Appendix

Charrette Participants Verbatim Input Pains Now Comments

PAINS NOW: What are some current land use and transportation problems/challenges that you think need to be addressed?

PARKING (4)

People using residential areas to park to get transit (#3 Because 301 full)

Commuter parking

Lack of parking

No parking

TIM HORTON'S TRAFFIC ON TRAFFIC FLOW TO THE CORE (10)

Increased traffic of centre street

Traffic issues currently

Tim Horton's traffic jams!

Traffic jams

Congestion on Centre street

Traffic congestion @ 40 Ave & Centre St

40 th Ave + Centre St. UGH!

Need a car too often

Congestion / Traffic issues on 40 ave coming up hill (WB)

Dairy Queen traffic

Tim Horton's traffic

Traffic congestion

Traffic

Tim's drive through

40th Ave traffic

ACCESS TO TRANSIT (0)

Difficulties anticipating LRT Demand Vs. Current use

Transit access to YYC

Poor pedestrian crossings

Overfilled busses

Crowded buses

Buses at capacity

Inadequate East-West transit access

RUNDOWN PROPERTY (7)

Abandoned homes falling apart waiting for land value to increase

Industrial area not appealing

Poor development quality

Clean up areas

Shabby old homes on street side

Poorly maintained degraded properties

Owner occupied residence/ business Mama Pop

Run down dilapidated properties

Tim Horton's/liquor stores

Pride of property ownership

Low access to affordable housing (Non-Gov.)

Hotel turned into hallway house

PEDESTRIAN SAFETY + ACCESS (13)

Pedestrian safety

No/Low street lights

Lots of N/A connections but few E/W

Bad sidewalk in GIP or no sidewalks

Poor pedestrian access across Centre St.

Crossing Centre & 40th - Lack of controlled crossing

Lack of wide enough sidewalk north side 40th east of 4th

Noisy, messy sidewalk on Centre St. no snow cleaning

No sidewalks along 32 ave in industrial park

Too narrow sidewalk north side 40th west of 4th

41 Ave is dark

Separated sidewalks on Centre St.

LACK OF AMENITIES (9)

Ageing community hall/ Space

No cool places to hang out

More walking destinations

No walkable destinations (or few)

No where to meet informal

ACCESS TO GREEN SPACE (28)

No Parks !!!

Lack of green space

No place for sledding

No open space (2)

No parks in highland park Small & Limited)

Highland golf course - Too much housing, less open space

Creek buried

Access to green space

Lack of green space

Not enough green space

CYCLING INFRASTRUCTURE (1)

Bike route to downtown is on Road

Pain- Industrial. Change bike path from 40 ave to go through highland golf course over to McKnight

No space for bikes

Lack of bike lanes

Biking centre + 4th dangerous must take side streets

Bike/Pedestrian connectivity to Nose Creek pathway Via 40 Ave

Not bike friendly

LACK OF LOCAL BUSINESS (28)

So few restaurants (Not fast food!)

Lack of businesses

Commercial (Lack of)

Appendix

Charrette Participants Verbatim Input Pains Now Comments

PAINS NOW: What are some current land use and transportation problems/challenges that you think need to be addressed?

LACK OF LOCAL BUSINESS (28)

Lack of commercial
No local businesses
No cool pubs or social places
No good " Hip" restaurants
Lot of Underused Space
No formal active space soccer/ Ball

CRIME! + TRANSIENTS (8)

Un-Neighbourly behavior
Transient traffic too much
Lots of rental properties
Increased Pedestrian Traffic Cutting Through Houses
Halfway houses
Drug houses
Increase in crime in area (Loitering)
Crime
Crime at 40th & Centre
Crime along centre street

SAFE WARM TRANSIT SHELTERS (1)

Pain weather condition. Snow a problem?

LOSS OF GOLF COURSE (12)

Protect Topography -East of centre
-Golf course
Lack of active space in golf course development
High rises at golf course not appropriate
Integration of golf course with existing character of community low profile

DEVELOPMENT QUALITY (9)

Unappealing architecture on Center St.
Little architectural interest around street
New development has noisy HUAC
CP rail noise
Sometimes poor/ Incompatible infill development
Unpredictable development
Concern about architecture
Lack of cohesive redevelopment

LACK OF DEVELOPMENT (1)

Not to developable land available B/C of topography
Not much business Development on centre near 40
Low density

LACK OF FOOD STORES (13)

No "Major" grocery / retail within 1.0 km
Need better grocery access
Lack of services such as grocery & restaurant
Bank + Food store too far
No healthy joints (Grocery)

Appendix

Charrette Participants Verbatim Input Pains Next Comments

PAINS NEXT: What new problems/challenges do you think might emerge after the Green Line is built?

WALKABILITY / BIKE- ABILITY (6)

More accidents eq pedestrian hit by trains
Pedestrian safety / Vehicle safety
If drive traffic to 2 St NW bike lane = Safety issues
No Bike Corridor
Pedestrian Safety

LOSS OF PARKING (7)

Parking
No parking
Increased pressure on parking for LRT Users
Great parking problem
Lack of LRT parking
Parking for Those Using Transit
Neighborhood parking pressures
Permitted parking in community
Parking for public riders - Park'n Ride locations
Need to pay for parking
Parking of people going downtown
Increased parking demands

TRAFFIC DISRUPTION BY TRAIN (9)

Added traffic congestion b/c of increased density
Slow traffic due to 2 lanes gone
Train in the middle of Center street
Traffic flow
Restricted traffic on Centre St.
Interface with McKnight Blvd.
40th Ave traffic

GREEN SPACE (31)

Safe access to MR east of Centre St.
Loss of green space - Contention for limited green space
Less parks
Less parks area
Loss of green space (2)
Utilize open city space east of Centre
Green space (present very little)
Loss of trees
Poor Development no open space
Not enough green space in Highland
No green space
Quality greenspace
Green space
Not enough green space
LRT TOD being used to justify writing off destroying environmental assets + open space
Potential loss of creek/green space

INCREASED CRIME (2)

More crime?
40th Ave safety
Turn over transient population
Crime ???
More crime

LOSS NEIGHBOURHOOD CHARACTER (7)

No direct sun on Centre St.
Really tall buildings (Over 5 floors)
Pushback against density leads to more sprawl
Age appropriate development changes in population over time
Apartments replacement houses

Wall of Centre street.
How will mix w/other developments in area
4-6 story tunnel along Centre St.
Loss of character to houses.

TOO MUCH DENSITY (10)

Crowded
Too dense population in golf area
Overfilled schools
Over crowding more high density housing
Fully density at station
Rest of community can't benefit from TOD if golf course is develop
Too much density away from station

DEVELOPMENT QUALITY (8)

Less design agency w/in TOD planning
Only big box stores
No big box business
Too much concrete
Nothing but retail + commercial

LOSS OF CONNECTIVITY / ACCESS (9)

East-West traffic
40 Ave & Centre St. intersection to Stay Open ? Yes concern
Will we be able to access Centre street from 40 Ave East and West
Green line design could be dividing barrier (Like NE 36 St. line)
Right in-Right out
Getting to Deerfoot
Poor access to Center ST
Driving vehicles (Access)
40th cross traffic worse

Appendix

Charrette Participants Verbatim Input Pains Next Comments

PAINS NEXT: What new problems/challenges do you think might emerge after the Green Line is built?

LOSS OF CONNECTIVITY / ACCESS (9)

Bad East-West Connectivity

Really wide roads

COST / TAXES (13)

Increasing property taxes because of increased land value

Cost in taxes?

Increased taxes (\$\$\$) wasteful spending

TRAIN NOISE (8)

More noise

More noise from traffic

ACCESS TO BUSINESSES (0)

CONCURRENT CONSTRUCTION PROJECTS (0)

Expropriation + vs Placemaking

Island surrounded by construction

Lost business while under construction

Construction in conjunction w/other development

Construction time

Delays due to construction

Any future construction

20 years of construction

Increased noise pollution during construction

Longer commute to work during const.

Construction traffic on centre St.

People cutting thru side streets to avoid cont.

CONGESTION (17)

Traffic problem if no road widening as the Train will take up 2 lanes that will only leave 2 lanes for cars going N+S

More rush hour traffic because less lane for cars

Traffic pressures

Slower traffic on Centre

Traffic Congestion

Traffic (2)

Traffic (Increase)

Increased traffic - More renters tenants in area

Traffic congestion after execution

Not discouraging cars but just adding transit

Congestion rewinds

Parking lot

Increased traffic congestion

Noisy + heavy traffic

Congestion on Center street

Addition traffic on 4St & Edmonton Tr.

Center St traffic goes 4th + Edmonton trail-32 Ave increased traffic

Not able to move in community street blockage

Traffic impact to cycling

UNATTRACTIVE TRAIN INFRASTRUCTURE (1)

Size of station

PEDESTRIAN CROSSING CENTRE ST. (14)

Crossing Centre + Division of Community

Fewer Crossing ?

Vanishing (less) crosswalks

LOSS OF AFFORDABLE HOUSING (10)

Diversity of economic groups/ classes

Don't want another Marda Loop

Affordability Retail + housing

Lack of affordability if density is low

BLOCKING PREFERRED TRAVEL ROUTES (1)

Traffic cutting through

LOSS OF TRANSIT SERVICE (1)

Train Will be filled before it hits Highland park

East/West transit

Less transit stops

Appendix

Online Participants Verbatim Input Gains Now Comments

GAINS NOW: What things are currently great about the area? What do you value most?

ACCESSIBLE GREEN SPACE (7)

Green space, local business, affordable housing for middle income

Value - single family (detached) homes with mature landscaping and space between each residence. Yards for kids to play in.

Open/green spaces around centre street, Highland park golf course on east and west side of centre street. Walkability, mature quiet area.

Green space with walkable safe places

I love all the parks and walking around areas. Lots of little critters to be seen!

Very accessible by transit.

Safe neighbourhood.

Nice parks.

Dog regulations.

Easy access to Deerfoot , downtown. Very central. Increase family owned (not rental) higher end housing. Park at 42nd and 1st street NW

ACCESS TO DOWNTOWN (8)

unsafe intersection, rundown housing. location to core is great, accessibility to airport, public transport access, schools, restaurants etc

I like the proximity to the downtown core. I get the advantages of suburban living without being far away from the city

Its great because the maturity of the area and the closeness to the core.

Ease of access to the downtown.

Multiple access, close to downtown. Quite, not congested. No parking problems.

What's great is I have excellent service to the downtown core and to the airport via transit. Also great, 72/73 cross route to get around.

It's a well established area. Mature trees areas. Close commute to inner city. Becoming revamped with infills that encourage the area.

Easy access to Deerfoot , downtown. Very central. Increase family owned (not rental) higher end housing. Park at 42nd and 1st street NW

WALKABILITY (7)

Good families, close proximity to restaurants, businesses, playgrounds.. we walk our kids to school, we walk to work. one car family.

Open/green spaces around centre street, Highland park golf course on east and west side of centre street. Walkability, mature quiet area.

Green space with walkable safe places

I love all the parks and walking around areas. Lots of little critters to be seen!

Walkability; mature trees, small businesses, Tuxedo Park, established older residential neighbourhood,

Buchanan School, good transit

The ability to walk to 50+ businesses out my front door and support a variety of small businesses and restaurants.

I like small stores no big box stores

Wide sidewalks

MATURITY OF THE COMMUNITY (4)

Its great because the maturity of the area and the closeness to the core.

Open/green spaces around centre street, Highland park golf course on east and west side of centre street. Walkability, mature quiet area.

Walkability; mature trees, small businesses, Tuxedo Park, established older residential neighbourhood,

Buchanan School, good transit

It's a well established area. Mature trees areas. Close commute to inner city. Becoming revamped with infills that encourage the area.

ACCESSIBLE BY TRANSIT (6)

unsafe intersection, rundown housing. location to core is great, accessibility to airport, public transport access, schools, restaurants etc

What's great is I have excellent service to the downtown core and to the airport via transit. Also great, 72/73 cross route to get around.

The streets, the houses, and the trees.

Walkability; mature trees, small businesses, Tuxedo Park, established older residential neighbourhood,

Buchanan School, good transit

Very accessible by transit.

Safe neighbourhood.

Why to build a Metro line that is already outdated and costly. Why not to follow Amsterdam modern and efficient rapid Metro system.

Nice parks.

Dog regulations.

ACCESS TO SMALL AND LOCAL BUSINESSES (4)

Green space, local business, affordable housing for middle income

Walkability; mature trees, small businesses, Tuxedo Park, established older residential neighbourhood,

Buchanan School, good transit

The ability to walk to 50+ businesses out my front door and support a variety of small businesses and restaurants.

I like small stores no big box stores

Wide sidewalks

Mature trees

Appendix

Online Participants Verbatim Input Gains Now Comments

GAINS NOW: What things are currently great about the area? What do you value most?

FAMILY FRIENDLY (3)

Good families, close proximity to restaurants, businesses, playgrounds.. we walk our kids to school, we walk to work. one car family.

Value - single family (detached) homes with mature landscaping and space between each residence. Yards for kids to play in.

Walkability; mature trees, small businesses, Tuxedo Park, established older residential neighbourhood,

Buchanan School, good transit

MATURE TREES (4)

The trees

Access to main roads

Quiet

The streets, the houses, and the trees.

Walkability; mature trees, small businesses, Tuxedo Park, established older residential neighbourhood,

Buchanan School, good transit

It's a well established area. Mature trees areas. Close commute to inner city. Becoming revamped with infills that encourage the area.

GOOD TRAFFIC FLOW (1)

Multiple access, close to downtown. Quite, not congested. No parking problems.

COMMUNITY SAFETY (3)

unsafe intersection, rundown housing. location to core is great, accessibility to airport, public transport access, schools, restaurants etc

Green space with walkable safe places

Very accessible by transit.

Safe neighbourhood.

Nice parks.

ISSUE – TIM HORTON'S TRAFFIC (2)

Access into Tim's is a concern with turning cars and backing up traffic in both rush hours. Driver's get impatient and speed around.

Challenges - traffic delays around Tim's on 40th Ave at Centre St, slow traffic flow east and west due to people turning into Tim's.

HOUSES ARE AFFORDABLE (2)

Green space, local business, affordable housing for middle income

Value - single family (detached) homes with mature landscaping and space between each residence. Yards for kids to play in.

ACCESS TO AMENITIES AND OTHER PARTS OF THE CITY (3)

unsafe intersection, rundown housing. location to core is great, accessibility to airport, public transport access, schools, restaurants etc

The trees

Access to main roads

Quiet

Easy access to Deerfoot , downtown. Very central. Increase family owned (not rental) higher end housing. Park at 42nd and 1st street NW

HIGHLAND PARK GREEN SPACE

Open/green spaces around centre street, Highland park golf course on east and west side of centre street. Walkability, mature quiet area.

Views of green space in the Highland Park. The wild animal corridor that the Golf Course site provides.

Appendix

Online Participants Verbatim Input Gains Next Comments

GAINS NEXT: After the Green Line is built, what opportunities are there to make the area even greater?

ACCESS TO CURRENT AND FUTURE LOCAL BUSINESSES (6)

Local stores to improve walkability, keep or increase green spaces, do not sacrifice local stores or houses

More local shops or strip malls would be nice that we can walk too.

small businesses will no doubt grow.

Improved small business opp's along Centre St, more access to easily cross Centre St (pedestrian crossing lights), wider sidewalks,

With the rail line running along Centre Street north, these businesses will be less accessible (17th Ave west).

Improved mobility for crime

Small stores

Lot of trash cans

Lots of trees

ACCESS TO OTHER AREAS BY TRANSIT (5)

Accessibility/walkability - really hard to commute without direct access to the ctrain.

Access to Transit, do not build it like sunridge mall

It'll be 1000x easier to get to downtown when going out, cabs cost an arm and a leg and car 2 go doesn't come this far out uet

Pros: easy access to south Calgary for locals; Con: possibly losing the old neighbourhood feel that it now has. Underground C-train best.

Accessibility will improve

A MORE WALKABLE AREA (4)

Accessibility/walkability - really hard to commute without direct access to the ctrain.

Local stores to improve walkability, keep or increase green spaces, do not sacrifice local stores or houses

More local shops or strip malls would be nice that we can walk too.

Make the area more walkable & transit-friendly, less vehicular traffic. More small businesses along Centre St. Parking away from Centre St

MAINTAIN TRAFFIC LANES ALONGSIDE GREEN LINE (3)

Not sure of advantages. Take out the BLVD's on e/w side of street and widen centre street to add in greenline.

A wider Centre St. would be good so we don't lose car lanes to the train.

Improved access to vehicle and bicycle lanes, maybe by not adding a LRT line to an already narrow corridor?

COMMUNITY SAFETY (2)

1) Less loitering around transit areas due to infrequent less frequent bus times. 2) Elmntion of derelict houses on Centre.

With the rail line running along Centre Street north, these businesses will be less accessible (17th Ave west).

Improved mobility for crime

ACCESSIBLE GREEN SPACE

Local stores to improve walkability, keep or increase green spaces, do not sacrifice local stores or houses

Increase and mainatin the public green spaces so all families can use them.

Small stores

Lot of trash cans

Lots of trees

MAINTAIN A FAMILY FRIENDLY AREA (2)

There has been a recent massive influx of young families into the neighborhood. Would hate to see the planned developments undermine this.

Increase and mainatin the public green spaces so all families can use them.

CTRAIN ACCESS TO AIRPORT (1)

Consider C-train service to the airport like route 300 today.

REDUCED VEHICULAR TRAFFIC (1)

Make the area more walkable & transit-friendly, less vehicular traffic. More small businesses along Centre St. Parking away from Centre St



Appendix

Online Participants Verbatim Input Pains Now Comments

PAINS NOW: What are some current land use and transportation problems/challenges that you think need to be addressed?

TRAFFIC FLOW ON ROADWAYS (8)

Very congested roads. With the new CTrain line please either build it below grade or close intersection as to avoid sunridge mall lin

Challenge - Speed limit reduction on Centre street @ 37/38th ave at peak rush hour times. Traffic to the core should flow, not slow

turning lights required at centre str @ 40th ave in both directions (north & south) to minimize one car getting through a light due to peds

with greenline it will reduce car lanes from four to one in each direction. this will cause frustrating delays for commuters in to the core.

Challenges with traffic snarls & delays due to cars turning into Tim's at 40th - needs to be re-designed so-as not to block east/west flow

Intersection of 40th Avenue and Centre St. And pedestrian traffic on Centre street to be more visible.

Extremely Limited space for such a direct route to northern communities, with many important intersections limiting transit connections

Traffic on 40th ave very heavy to west (am) and east (pm) at Centre St. Very worried traffic will > waiting for non-stop transit crossing

ACCESS TO GREEN SPACE (3)

Central green spaces along LRT lines important for the health of low income families. LRT lines should not only be for work commutes.

Access to green spaces by transit, so all families can access them. Bike paths through green spaces to access existing networks.

Very concerned dvpmnt of HP golf course with Green Line. Worried amt construction traffic have dramatic -ve impact for significant amt time

PEDESTRIAN SAFETY (3)

Pedestrian crossing at 43rd and Centre St. Low visibility due to the hill has resulted in accidents with pedestrians.

More lights and walk ways among ALL residential routes en route to public transit. More help phones and warm areas for transit riders

Intersection of 40th Avenue and Centre St. And pedestrian traffic on Centre street to be more visible.

TRAFFIC FLOW TO THE CORE (2)

Challenge - Speed limit reduction on Centre street @ 37/38th ave at peak rush hour times. Traffic to the core should flow, not slow

with greenline it will reduce car lanes from four to one in each direction. this will cause frustrating delays for commuters in to the core.

CYCLING INFRASTRUCTURE CONNECTIVITY (2)

Access to green spaces by transit, so all families can access them. Bike paths through green spaces to access existing networks.

More bike paths are required to join more areas to the existing path network

TIM HORTONS TRAFFIC ISSUES (2)

Access into Tim's, turning cars, back-ups in the parking lot and out on to the street.

Challenges with traffic snarls & delays due to cars turning into Tim's at 40th - needs to be re-designed so-as not to block east/west flow

AVAILABLE PARKING FOR RESIDENTS AROUND CENTRE STREET (1)

Parking is an issue with events at Centre St. Church and people parking to commute to downtown via buses. Residential parking passes needed

BETTER PEDESTRIAN ACCESS TO TRANSIT (1)

More lights and walk ways among ALL residential routes en route to public transit. More help phones and warm areas for transit riders

NEED SAFE AND WARM AREAS FOR TRANSIT RIDERS (1)

More lights and walk ways among ALL residential routes en route to public transit. More help phones and warm areas for transit riders

Appendix

Online Participants Verbatim Input Pains Next Comments

PAINS NEXT: What new problems/challenges do you think might emerge after the Green Line is built?

TRAFFIC FLOW WILL BE DISRUPTED BY TRAIN (4)

Concerned about traveling south by car from the East side of Centre St. and 42nd, 43rd and 44th Ave when the train goes in.

Extra set of lights planned for Centre St. at golf course development will cause further delays to cars and train going N/S on the narrow St

Impossible to manage traffic backups due to limited space, blocking a direct travel route for all other means of transport

1) Long waits crossing/ accessing centre st. in vehicle. 2) Traffic backup and accessibility east /west on 40th ave and McNight at Centre St

LANE REMOVAL WILL CAUSE MAJOR TRAFFIC ISSUES (3)

Concerns: greater traffic congestions with reduced lanes & high density developments in a small radius (re centre str/ highland park).

huge traffic congestions with single lanes north/south with no left hand turning lights to move the traffic around or from behind transit.

Biggest problem - losing one lane of traffic in each direction (N/S) . Not all people (work) or can take transit in to the core.

INCREASED CRIME IN THE AREA (3)

Increased crime in surrounding neighborhoods. Easy access to crossings @ Centre St

Crime; access to business; LRT tracks and stations are ugly and noisy; traffic already slow at McKnight & Centre; no alt routes available.

Crime will be an issue there has to be lots of street lighting

ACCESS TO LOCAL BUSINESSES (2)

Parking will be a challenge but improved transit, pedestrian access, and small business will encourage folks to use transit and walk.

Crime; access to business; LRT tracks and stations are ugly and noisy; traffic already slow at McKnight & Centre; no alt routes available.

NOISE IMPACT OF THE TRAIN (2)

Concerned about train noise for residential houses along Centre St. Could sound barriers be considered?

Crime; access to business; LRT tracks and stations are ugly and noisy; traffic already slow at McKnight & Centre; no alt routes available.

NEED TO IMPROVE WALKABILITY (2)

Increased crime in surrounding neighborhoods. Easy access to crossings @ Centre St

Parking will be a challenge but improved transit, pedestrian access, and small business will encourage folks to use transit and walk.

PARKING ISSUES AROUND CENTRE STREET (2)

Parking around the stop on all the neighboring streets causes issues for residents. Problem will only get worse with no planned parking.

Parking will be a challenge but improved transit, pedestrian access, and small business will encourage folks to use transit and walk.

BLOCKING OF PREFERRED TRAVEL ROUTES (3)

Concerned about traveling south by car from the East side of Centre St. and 42nd, 43rd and 44th Ave when the train goes in.

Crime; access to business; LRT tracks and stations are ugly and noisy; traffic already slow at McKnight & Centre; no alt routes available.

Impossible to manage traffic backups due to limited space, blocking a direct travel route for all other means of transport

TRAIN INFRASTRUCTURE WILL BE VISUALLY UNAPPEALING (1)

Crime; access to business; LRT tracks and stations are ugly and noisy; traffic already slow at McKnight & Centre; no alt routes available.

NEED TO IMPROVE PEDESTRIAN CROSSINGS (1)

Pedestrian crossings the East side to the West side of Centre St. need to be improved. Consider overhead bridge crossings for school kids?

CONCURRENT CONSTRUCTION PROJECTS (1)

massive traffic issues if development of LRT line proceeds at same time as other planned large-scale construction projects in this small area

Appendix

Online Participants Verbatim Input Idea Map Comments

An online “idea map” collected public input in the weeks leading up to the charrette. In addition to reviewing the individual ideas, the consultant team created a “heat-map” to show where the comments were focused. This heat map helped to identify the focus areas of the community members.

PEDESTRIANS AND BIKES (34)	Latitude	Longitude
Very hard to walk to Edmonton trail - lack of safe sidewalks	51.08889359	-114.0608418
Space for new public school, since Centre Street not ideal(??) Would give outdoor education access for large # children now living in HP.	51.08904724	-114.0698647
Retain this greenspace as an extension of Confed Park/Ck valley via the cemetary pathways. Gives LRT access to beloved outdoor rec via HP.	51.08923592	-114.0692639
Underground line emerges, then tunnels under McKnight. 32 ave, 40 ave, and McKnight are not encumbered by signal lights like 36 st NE.	51.09315958	-114.0615392
Track should go underground to avoid cluttering 32 AVE and 40 AVE. Line can re-emerge in the Confederation Creek area before McKnight.	51.0785621	-114.0626013
Station should be underground. Line could be underground from 29 Ave to the Laycock low ground, or Confederation Creek Valley	51.08786297	-114.0628052